













## NEW ADVERTISEMENTS

## SHOETHAND AND TYPEWRITING.

LESSONS can be had in the above Subjects at a Moderate Charge.

For further particulars, apply to—

CHAS. J. JUDAH,  
Care of Daily Press Office,  
Hongkong, 24th October, 1901. [2707]

## TRAP PONY FOR SALE.

CHINA PONY, Broken to Harness, Quiet and Sound. Trial given. Also N.W. SET BROWN HARNESS if required.

Apply to—

A. B.  
Care of Daily Press Office,  
Hongkong, 24th October, 1901. [2706]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

TO-DAY (THURSDAY),

the 24th October, 1901, at 2.30 P.M., at his

Sales Rooms, Duddell Street,

A FINE COLLECTION OF PHILIP-  
PINE AND AUSTRALIAN STAMPS.

(Particulars can be seen in Catalogue.)

On view from Tuesday, the 22nd October.

Terms—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 24th October, 1901. [2710]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to sell by Public Auction, for account of the late

Captain A. W. R. and Mrs. COBBAN (Deceased),

on

SATURDAY,

the 26th October, 1901, at 2.30 P.M., at

No. 11, KNUTSFORD TERRACE, Kowloon,

SUNDAY VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

DOUBLE and SINGLE IRON BED-  
STEADS with WIRE MATTRESSES,

TEAKWOOD HATSTAND with REVELLED

GLASS, MARBLE TOP WASH-  
STANDS, TOILET SETS, TEAKWOOD

WARDROBES with REVELLED

GLASS, CHEST OF DRAWERS, TEAKWOOD

SIDEBOARD with BEVELLED

GLASS, BLACKWOOD DESK, ELEC-  
TRO-WARE, CARPET, BOOKCASE,

TEAKWOOD EXTENSION DINING

TABLE, CARVED DINING-ROOM

CHAIRS, VASES, PICTURES, KITCHEN

REQUISITES, &c., &c.

Also

2 COTTAGE PIANOS (one by W. H. and

W. H. and one by Chappell & Co., London);

1 Pair BINOCULARS, One SEXTANT,

and One TRICYCLE.

And

A Fine Lot of PALMS, POTS and

PLANTS.

Catalogue will be issued.

Terms—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 24th October, 1901. [2709]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the

above ports TO-MORROW, the 25th inst.,

at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,  
General Managers.

Hongkong, 23rd October, 1901. [2704]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"SUIBANG,"

Captain Todd, will be despatched as above

on SATURDAY, the 26th inst., at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 24th October, 1901. [2708]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO

AND SINGAPORE.

THE Company's Steamship

"HIYACHI MARU,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be carried on unless in-  
structions are given to the contrary before

4 P.M. TO-DAY, 23rd inst.

Goods not cleared by the 30th inst. will  
be subject to rent.

No fire insurance will be effected.

All ship-damaged packages must be left in the  
Godowns and notice of same sent to this Office  
before the 2nd proximo, or claims in connection  
therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 23rd October, 1901. [2705]

THE WANCHAI STEAMSHIP COMPANY

ARE now prepared to receive Goods for

Storage in their Godowns, situated on

PRAYA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is

facilitated by means of the spacious strong

Pier lately constructed in front of these

Godowns.

Terms Moderate.

Apply for further particulars to

GODOWNMAN ON PREMISES,

or to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 10th August, 1901. [2033]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED

and FIXED. Specially Designed TRAPS

for Bathrooms, Toilets, and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on

Application. [2489]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to sell by Public Auction, for account of the late

of the late J. GRANT, J. GARNER, N. J.

NIELSON, J. W. HILL, H. E. HAMMOND and

DIN MAHONED (Deceased),

on

TO-DAY (THURSDAY),

the 24th October, at 11 A.M., at their Sales

Rooms, 29, DES VUEX ROAD,

SUNDRY GOODS AND EFFECTS,

Comprising—

CAMPORWOOD TRUNKS, TRAVEL-  
LING BAGS AND TRUNKS, SUNDRY

CLOTHING, BOOKS, CAMP BED, &c.,

&c.

Also

One BICYCLE, One PONY, SADDLE,

BLINDS, &c.

Terms—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 23rd October, 1901. [2700]

SALE BY PUBLIC AUCTION

IN

ONE LOT

OF

VALUABLE LEASEHOLD

PROPERTIES

at the Park, Victoria, Hongkong, registered

in the Land Office as Rural Building

Lots Nos. 15 and 104,

on

MONDAY, 23rd OCTOBER, 1901,

at

3 o'clock P.M.

at H. N. NODY, at his OFFICE.

THE Undersigned have received instructions

to sell by Public Auction,

on

TUESDAY and WEDNESDAY,

the 25th and 26th October, 1901, at 10 A.M.,

at H.M. NODY, at his OFFICE.

SUNDAY NAVAL AND VIRTUALING

OBSCURE AND DEMAND

SPICES.

Also

OLD IRON, PAINTS, STUFF, BAGS,

CANVAS, CLOTHING, IMPLEMENTS,

&c., &c.

The VIRTUALING STORES will be sold

on TUESDAY, 25th, and the NAVAL STORES on

WEDNESDAY, 26th inst.

TERMS OF SALE—As Customary.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 22nd October, 1901. [2699]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. P. COTTAM, Esq., to sell by Public Auction,

on

TUESDAY,

the 29th October, at 2.30 P.M., within his

Residence, No. 12, KNUTSFORD TERRACE,

Kowloon.

HOUSEHOLD FURNITURE,

Comprising—

HALL FURNITURE, BLACKWOOD

TABLES, STOOLS, DRAWING-ROOM

FURNITURE, CURTAINS, ENGRAVINGS

(Famous Racing Pictures, "Dover" Year-

"First Post" Post); "PLANS" (New;

PIANO, by Robinson & Co., newly New;

OVERMANTLES, SIDEBORDS,

DINNER WAGGONS, GLASS WARE,

CUTLERY, ELECTRO-PLATED WARE,

CROCKERY, CROWN DERBY DINNER

SERVICES, TEA & COFFEE SETS, BED-

STEADS, BEDDING, WARDROBES,

DRESSING TABLES, CARPETS, RUGS,

CHEVAL GLASS, CRETONES, and

BATHROOM GLASS.

Also

KITCHEN REQUISITES, STORES,

&c., and a Fine Lot of PALMS, POTS and

PLANTS.

Terms—As Customary.

Catalogue will be issued.

For Further Particulars, apply to the

Auctioneers.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 22nd October, 1901. [2690]

MINERAL LABORATORY.

Processes by Amalgamation, Chemical Analysis,

Fire Assay, Cyanide and Chlorination.

J. M. KAUFMANN & CO.,  
METALLURGISTS.

Consulting Mechanical and Mining Engineers.

Assayers.

Experts in Mines, Minerals and Metals;

Mines Managers and Agents.

ROOMS 302, K. R. K. S. P. A. T.,  
SOERABAYA, JAVA.

Cable Address: "EXPLOREATION."

Soerabaya, 7th August, 1901. [2132]

FOR SALE.

THE Steam-launch "TUNG FAT," Built

under Foreign Superintendence. Thoroughly

Overhauled by Messrs. W. S. Bailey & Co.,

Engineers, and Certified to be in First-class

Order and Condition. The Launch is fitted in

European Style, suitable for towing purposes

and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth

6 feet 3 inches in centre.

For further particulars, apply to—

LAUTS, WEGENER & CO.,  
Engineers.

Hongkong, 15th October, 1901. [2619]

FOR SALE.

THE WATER "KISMET," Winner of

the Maiden Stakes and Derby, Hongkong

Meeting, 1901.

Apply to—

J. W. KEW,  
No. 20, Des Vaux Road.

Hongkong, 19th September, 1901. [2383]

怡生號

YEE SANG & CO.,  
COAL MERCHANTS,

have always on hand

LARGEST STOCKS OF EVERY DESCRIPTION

OF COAL.

Address—Care of Messrs. Kwong Sang & Co.

No. 144, DES VUEX ROAD. [2489]

## PUBLIC COMPANIES

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the

year 1900, equivalent to 48% on the

Paid-up Capital of \$50 per Share, has been

declared.

Warrants will be issued on the 11th October.

By Order of the Board.

W. J. SAUNDERS,  
Secretary.

Hongkong, 10th October, 1901. [2590]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY

MEETING of SHAREHOLDERS in

the above Company will be held at the HEAD

Office, Victoria, Hongkong, on TUESDAY,

the 12th proximo, at TWELVE O'CLOCK NOON,

for purpose of Presenting the Report of the

Directors and Statements of Accounts to the

30th April last, and of declaring Dividends.



## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.  
INCORPORATED 1851.  
CAPITAL.....2410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [185]

SALAMANDER FIRE INSURANCE COMPANY.  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 16th November, 1892. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,051.

I. AUTHORIZED CAPITAL.....23,000,000 0 0  
SUBSIDIZED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FIRE FUNDS.....2,537,716 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 3rd July, 1901. [1641]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [154]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIE & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [132]

"L'URBAINE"  
FIRE INSURANCE COMPANY, Ltd.  
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.  
Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 29th May, 1895. [131]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.  
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1895. [30]

PIANOFORTE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.

TUNING.....\$3.50.  
Address—  
Care of DRAGON CYCLE STORE,  
D'Aguiar Street,  
Hongkong, 4th September, 1901. [2250]

TSANG FOO & CO.  
SAM WING HING

COAL MERCHANTS.  
No. 48, DES VUEX ROAD CENTRAL.  
Telephone No. 328.  
Hongkong, 23rd September, 1901. [2411]

A GENTLEMAN with life-long experience of Racehorses, who has Owned, Trained, and Ridden Winners of "Flat" Races and Steeplechases at Home and Abroad, would be pleased to TRAIN HORSES for the forthcoming Hongkong Races.

Apply—  
"SCIMITAR,"  
Care of 14, Press Office,  
Hongkong, 17th October, 1901. [2664]

R. J. REMEDIOS,  
FOREIGN AND COLONIAL STAMP DEALER.  
No. 37, CAUSEWAY, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. Accounts WANTED.  
15 to 25 per cent. Discount Allowed. [1596]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Cold Storage at ELDER POINT at Moderate Rates.

Wm. BARLANE,  
Manager.  
Hongkong, 17th February, 1892. [185]

QUAN WAH & CO.

DEALERS IN  
ITALIAN MARBLE AND GRANITE MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong.  
Hongkong, 17th October, 1892. [2446]

## [ALL RIGHTS RESERVED.]

## SPORT AND ANECDOTE.

By An Old Pokey.

## CONCERNING RECORDS.

Of the making of records there is no end. It is almost impossible to open any well regulated newspaper for home consumption without discovering some celebrity has eclipsed all his rivals, or that some person whom we have never heard of before has accomplished some stupid thing that probably no one else has ever attempted. Thus one day we stand against a record that Charles Fry has compiled six successive hundreds in first-class cricket and thirteen in all during the season of 1901, while almost in the same issue we are carefully told that a certain amphibious creature named Finney—not the renowned Finny—has dived from the top of one of the towers of the Albert Suspension Bridge at Battersea into the Thames, a distance of 100ft. Again we read that Flanagan has beaten all performances by hurling a hammer 16lbs. in weight 171ft. Thus, and yet again that an American-bred mare without a driver, that is to say running round a track by itself without a guiding or controlling hand, actually trotted 10 miles in 25min. 53/25secs. A little while ago we were gravely informed that a well-known lady swimmer intended to try and negotiate the Niagara falls and rapids in a barrel. She has since taken warning by the fate of another adventurous soul; and yet some little time further back we were regaled with an account of how an eccentric Hungarian footballer who first imported the Association code into Prague had dribbled a ball all the way from that beautiful city to Paris. He dribbled as much as 65 miles a day in order to acquire proficiency in the art and command over the ball. When one reads such things as these month after month, day after day, it seems to me that there are records and records—some useful and others not worth a jot.

## THE VALUE OF RECORDS.

Such feats as those of the diver and the dribbler stand by themselves beyond compare; but they are really of no value to anyone save the person who gains a little notoriety. Some of the records—indeed so-called records—are of little stability, for they are only established to be beaten to-morrow. No man as a body has been guilty of so much of this kind of thing as cyclists. Not so much this year, or last indeed, but for some time prior to that cyclists made a regular business of "record breaking"—until at times one really hardly knew what the best times for certain distances were. Some swimmers, too, have advertised themselves freely by setting up splendid figures apparently; but when one comes to examine into the matter we find that the bath is 20 yards long, whereas for all distances up to and inclusive of 500 yards the bath must be not less than 25 yards in length, while above 500 yards the records to be accepted by the authorities must be made in open water not less than 110 yards in length. These are important technicalities which the average man overlooks when he sees that So-and-so has swum 100 yards in 61 seconds or less. Very much more discrimination is required in assessing the real merit attached to these performances so blatantly announced to the public day by day. It is well to divide records into two classes—those which are made without the artificial aid of the manufacturers of sporting requisites, and those which are in a large measure due to extraneous circumstances. For instance, when I look at my book of records, and I see that Jarvis the other day won the 500 yards' championship in 6 minutes 35 seconds—well, I simply marvel. In 1878 this race was carried off by J. P. Taylor in 8mins. 7secs. In 1882 E. C. Daniels brought the figures down to 7mins. 4secs., while four years later the renowned Joey Nuttall accomplished it in 7mins. 19secs., and was deemed one of the wonders of the world. In 1891 W. Evans reduced the time to 7mins. 14secs., while Jack Tyers was the first of all to beat 7mins., his best being 6mins. 4secs. in 1894. This remained the amateur record until October, 1899, when Jarvis credited himself with 6mins. 42/3secs. at Sunderland, but in the meantime Nuttall lowered the time to 6 mins. 38secs. in September, 1897, when he beat Ernest Cavill, of Australia, in a money match during the Leger week at Doncaster. Quiet recently in the same bath Nuttall accomplished 6mins. 35/3secs., but Jarvis, the amateur champion, as I have said, did 6mins. 35secs., the boy Billington pushing him along a little. Now this is worthy to rank with the same man's 25mins. 13/2secs. for one mile at Leicester in August, 1899. I consider this 500 yards' record of Jarvis a startling achievement. The Leicester man is entitled to all the honour and kudos he can get, because this is the result of genuine honest work. The inventive mind of man has not produced any mechanical contrivance to assist a swimmer, or make his work any easier. This is the reward of genuine development of the art of natation by a man who has sacrificed himself to physical fitness and to swimming. When Jarvis is plunging through the water beat on establishing a record he maintains a wonderfully uniform stroke and pace. His regularity conduces to beating the clock, and when one sees his arm come out of the water time after time it looks like a great leg of mutton being whirled round with mechanical precision. This is the class of record we ought all to admire, for the cyclist, let us say, owes very much to the track and machine-builders, the crack shot to the gunmaker, and the billiard-player to the table and cue manufacturers. It is as easy now for a professional billiard-player to make 100 off the balls as it was for the veterans of sixty or seventy years ago to rattle up 10. Just in the same way you hear folks declare that there never was the equal of Ranji, and that Fry's recent batting surpasses everything ever accomplished in the history of cricket. Now I wonder if these good folk in their

honest enthusiasm ever stop to think of the days when Graec was in his very prime. Talk about Fry. Please don't overlook that the great "W. G." hit up 344 for M.C.C. v. Kent, 177 for Gloucestershire v. Notts, and 318 (not out) for Gloucestershire v. Yorkshire in successive matches between August 10th and August 19th in 1876. Has any man ever equalled this feat? Nor must we overlook that between May 15th and August 23, 1871 the Leicesters made ten hundreds. Now in 1871 and 1876 the groundman had not entered into a conspiracy with the batsman to break the heart of the bowlers. Moreover, in 1871, there were such artists with the ball as Freeman, Willsher, Emmett, Farrands, Alfred Shaw, Jimmy Southerton, Mr. Appleby, Mr. Buchanan, and Jimmy Shaw, while in 1876 these were reinforced by William McIntyre, Fred Marley, and Allan Hill. Now, I say it humbly, with all due respect to Charles Fry and to the present-day bowlers, that I should give the palm to the champion and to the attacking brigade of that day. This is a little of what I mean when I say that we need a little more discrimination in our praise of records.

## SOME FEATS TO BEAT.

If some of our latter-day celebrities are so exceedingly keen to show their superiority to all their predecessors and to establish some records worth while troubling about, let me suggest one or two for them to tackle. Now a good many young men, both professionals and amateurs, imagine they can run. W. Johnson, who used to train Sheffield Wednesday football team, ran 100 yards in 12secs. in February, 1867, while Harry Hutchinson, the "old champion" as he signs himself, ran 131 yards in a yard worse than 12secs. in a Sheffield Handicap during February, 1882. Now each of these performances is about eight yards faster than even time—10 yards a second. I want to see these wondrous feats equalled—never mind being beaten. Again on January 2, 1884, Hutchinson covered 260 yards in 30 secs. at Powderhall Grounds, Edinburgh, but only one man, Barney Welford, the Worcester wonder of America, has ever got within six yards of this time. One of the finest efforts ever made by any man was that of W. G. George in his one mile match with Billy Cummings, at Lillie Bridge Ground, London, in August, 1886, when he covered the distance in 4mins. 12secs. George Tindler got down to 4mins. 15secs. in the faster tracks and in the finer air of America, but no one in England has ever got anywhere near George. But I will turn further back than this and ask where is the man who can surpass the 5mins. 11secs. for two miles by Bill Lang, at Manchester, in 1863, and the five miles of Jack White, the "Gateshead Clipper," made in the same year at Hackney Wick, in 24mins. 40secs? Some people imagine that they are great walkers. Well, let them surpass one mile in 6mins. 25secs., as accomplished by W. Perkins at Lillie Bridge, on June 1, 1874. It is not my intention to decry the present at the expense of the past, but my desire is to point out that with all this record-breaking there are feats which have remained intact for many long years. If some of the athletes of to-day imagine themselves to be so intensely clever, let them tackle any of the records I have mentioned, and if they do, better none will award them more honest and more lavish praise than the "Old Pokey."

## STRANGE MISCELLANEOUS RECORDS.

I was looking over some strange records the other day, and was much struck by the fact that Thomas Barrows swung a pair of Indian clubs, 2lbs. each, for 30 hours without cessation, not less than one revolution a minute, at the National Sporting Club, London, in 1897, while a month or two later Jack Griffiths swung a pair of 3lb. 3oz. 36 hours without rest at Newcastle, New South Wales. But of what use was it when such a performance was accomplished? It had not even the utility of swimming the English Channel, and that is doubtful save as a test of bravery and endurance. This is not so practical as opening 100 oysters in 5mins. 3secs. by one William Lowmyer at Philadelphia in 1894, or of stamping 500 envelopes in 2mins. 57secs., and 1,000 in 5mins. 5secs. with an ordinary post office stamp by Daniel Cleary at Medina, New York, in 1898. Again W. London, an American farrier, took sixteen old shoes off four horses and reshod them in 33 minutes, some ten years ago; while a Yankee bricklayer, in 1887, laid 162 bricks in 2mins. 30secs., using trowel and putting in cross joints. Now I could give many other instances of curious battles against time, but these I think illustrate the mania for making records, and show generally what men will do for the sake of a little notoriety. Some of these achievements at any rate are much more sensible than dribbling a football from Prague to Paris or diving off Battersea Bridge. But whenever we see a record so-called in a newspaper let us not be carried away by the paragraph without examination. Let us remember the great deeds which men have done in the old time, and recall both the purely sporting and the ultra-utilitarian deeds which others have done, for I am convinced that the men of to-day are certainly no smarter than they were thirty or forty years ago in most branches of sport.

## A CRICKET CURIOSITY.

Quite a record in another way has been established by a cricket professional named Sidney Barnes, who until a few days ago was in the employment of Burnley, one of the Lancashire League clubs. A Warwickshire man by birth, he was tried for his county in five matches in 1894 and 1895, but he did not give the executive much satisfaction, and he came out as a professional to Brighton, which is a village near Blackburn. Having helped that club to win the championship of the Lancashire League, he joined Burnley, with the result that this organization also carried off premier honours. For Burnley in 1900 he secured 111 wickets at a cost of 9.25 runs each, and averaged 26.24 with the bat in 26 completed innings, while in the season just closed he has captured 185 wickets for 8.89 runs each, and his batting figures have

remained stationary. Given a trial for the Lancashire second eleven, he played grandly, and was introduced into the first team for the closing county match of last season with Leicestershire. Moreover, he played like a workman, for he took six wickets and knocked up 29 runs. Bowling with any amount of confidence, I should describe him as a fast-medium, who preserves an admirable length, and can break a ball both ways. He has a slow delivery, and with the advantage of height and strength I can assure readers that he is a very awkward customer to face. What has been the result? This comparatively unknown cricketer is now engaged for Lancashire for next season, and is also to accompany Mr. A. C. MacLaren on his Australian tour. For an absolutely unknown man to be taken to Australia is, I should say, unparalleled in the history of cricket, but I should not in the least be surprised to find him very successful. Cuttall came out of the Lancashire League, and I think Barnes is quite as fine a cricketer and much younger. He is a decided capture for Lancashire, and the kind of bowler they want. Barnes, of Burnley, is quite likely to make as great a reputation as the apocryphal Barnes of New York, and with luck I should say he is just the sort of man to rival the fame of William Barnes of Nottingham, being built somewhat on his lines and a cricketer of his pattern—although, of course, not nearly so clever at present.

## THE UNIVERSITY ATHLETES IN AMERICA.

The cable tells us that the Oxford and Cambridge Universities' athletes met a team from the McGill University of Toronto at Montreal last Saturday, and of the eight contests the Canadians won one, Morrow capturing the quarter-mile in 50/3secs. The most surprising result to my mind is the half-mile of the Rev. H. W. Workman, who covered the distance in one minute 54/4secs., and beat J. R. Clavie, the Oxonian and English champion. Workman has never run the half-mile in our Inter-University matches, although I recall him running very well over this distance in a match against the London Athletic Club. Still, he has never made such time as one minute 54/4secs. in England, and the climate of Canada evidently suits him. This is within one-fifth of a second of F. J. K. Cross's time in 1888, while the world's record of 1min. 53/2secs. stands to the credit of C. H. Kilpatrick, made against the Englishmen at New York on 21st September, 1895. On the same day Workman also carried off the two miles in 9min. 53/3secs. What an improved jumper G. Howard-Smith must be, as he cleared 6ft. 2in., which is within half-an-inch of M. J. Brookes's famous leap of 6ft. 2 1/2in. at Oxford in 1876. Of course, F. G. Cockshott took the mile in 4min. 26secs., A. E. Hind the 100 yards in 10/2secs., and G. R. Garner the hurdles in 16/1secs.; but these results are only what we expected. The blues across the pond are sure to distinguish themselves.

## LEAGUE FOOTBALL.

It was only last week that I was referring to the fact that accidents in First-League football are comparatively rare, but last Saturday there was another unfortunate accident, for Walter Bennett, of Sheffield United, broke his right arm. I have told you so much about our friend "Cocky" Bennett that I feel only say he fell on his arm and smashed it himself in two places. I once remember William Gunn falling on his right wrist, which was doubled up under him. For the rest of the year he was winding up a clockwork arrangement in the endeavour to restore the strength and suppleness of the joint. I recollect that he could not cut a ball during the next cricket season. We must all hope for the speedy recovery of both Toman and Bennett. Notts on Saturday defeated Sheffield Wednesday by 6-1, such a thrashing as they have not given the Wednesday since 1889. Having re-arranged their forwards Newcastle United routed Stoke by 5-1, while Wolverhampton Wanderers whipped Sunderland by 4-2. This was not a pleasant game, but Haywood, of the "Wolves," scored one magnificent goal. Sheffield United reversed last year's form with Bury, whom they beat 3-1, while Bolton Wanderers followed suit and conquered Derby County by 2-1, mainly owing to the cleverness of their right wing—especially Lawrence Hill. Nottingham Forest parted with Dean, the ex-Walsall man at the close of last season to Grimsby, but on Saturday Dean played a great game, and Ronaldson scored the goal which enabled his club to defeat the Forest by 1-0. Such is fate. The other new First Division Club, Small Heath, did better still as they visited Manchester, and thrashed the City on their own ground by 4-1. Manchester have not earned a point yet. In the presence of 30,000 people Everton and Liverpool played a superb game, and drew with the record two all, while Aston Villa and Blackburn Rovers also tied—one each; but this was a comparatively poor exhibition. On Monday the Villa were beaten on their own ground 2-1 by Sheffield United, who are evidently a power to be reckoned with even yet, although they have no new players.

London, 21st September.

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68, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st May, 1901. [1145]

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## CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO AND PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

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A Merry Christmas and a Happy New Year  
Plenty chances, large gain;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crowns your Undertakings  
My chin chin in Hongkong  
Make you happy and strong  
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The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."  
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N. INUZUKA, Manager. [1331]

Hongkong, 1st August, 1901.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON	CALCHAS	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	CEYLON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP via MARSEILLES, &c.	ANA MARU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES, &c. via PORTS OF CALL	EXION	Fren. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On 15th December.
PREMEN, via PORTS OF CALL	SALAZIE	Ger. str.	2 m.	W. Franko	MELCHERS & CO.	On 31st inst. at 1 P.M.
HAVRE & HAMBURG	SCHISEN	Ger. str.	2 m.	Zurhosen	HAMBURG-AMERIKA LINIE	On 2nd Nov. at Noon.
HAVRE, BREMEN & HAMBURG	SEGGOVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Bark	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NURNBERG	Ger. str.	2 m.	Mayor	HAMBURG-AMERIKA LINIE	On 11th January, 1902.
NEW YORK via PORTS & SUEZ CANAL	SERBIA	Brit. str.	2 m.	Brehmer	DODWELL & CO. LIMITED	On 25th inst.
NEW YORK	SATSUMA	Amr. ship	1 m.		SHEWAN, TOMES & CO.	On 12th November.
NEW YORK	MANUEL ELAUNO	Ger. str.	2 m.		SHEWAN, TOMES & CO.	On 5th November.
NEW YORK	CLAYDALE	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 20th Nov. at Noon.
VANCOUVER via SHANGHAI, &c.	ADANA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st November.
VANCOUVER via SHANGHAI, &c.	EMERSON OF INDIA	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO. LIMITED	Quick despatch.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	W. Frakes	Q. & O. S. N. Co.	On 20th inst. at Noon.
VICTORIA (B.C.), SEATTLE & TACOMA	GLENOCLE	Brit. str.	2 m.	J. Barber	TOKYO KISEN KAISHA	On 20th November.
SAN FRANCISCO via SHANGHAI, &c.	OOPACK	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
SAN DIEGO, &c. via MOJI, &c.	DORIC	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS	NIPPON MARU	Brit. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	STRATHMORE	Brit. str.	2 m.	D. C. Gregor, R.N.R.	NIPPON YUSEN KAISHA	On 10th November.
YOKOHAMA via SHANGHAI & KOBE	YAWATA MARU	Brit. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	SHANGHAI	Brit. str.	2 m.	S. J. G. Parsons	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
NAGASAKI	HITACHI MARU	Brit. str.	2 m.		HUTTENFELD & SWIRE	To-day.
TIENTSIN	TOSA MARU	Brit. str.	2 m.		SHEWAN, TOMES & CO.	To-day, at 3 P.M.
SHANGHAI & CHINKIAN	KALGAN	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SHANGHAI & NAGASAKI	PEMBROKESHIRE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI	PARAKATTA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 30th inst.
SHANGHAI	WOSUNG	Brit. str.	2 m.	G. W. Cockman, R.N.R.	MITSUI BUSSAN KAISHA	On 30th inst.
ANPING via SWATOW & AMOY	MAZAGON	Brit. str.	2 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 4th Nov. at Daylight.
FOOCHOW via SWATOW & AMOY	MAIDZU MARU	Brit. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
TAMSAI via SWATOW & AMOY	ANPING MARU	Brit. str.	2 m.	T. Ogata	DOUGLAS LAFRANK & CO.	To-morrow, at 4 P.M.
SWATOW & AMOY	DAIJIN MARU	Brit. str.	2 m.	R. Tobson	SHEWAN, TOMES & CO.	On 10th November.
MANILA DIRECT	PERLA	Brit. str.	2 m.	J. E. McArthur	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MANILA	YAWATA MARU	Brit. str.	2 m.	A. E. Moss	BUTTERFIELD & SWIRE	On 26th inst. at 2 P.M.
ROMBAY via SHANGHAI & COLOMBO	CHANGSHA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	
SINGAPORE, PENANG & CALCUTTA	KAGOSHIMA MARU	Brit. str.	2 m.	K. Kori	JARDINE, MATHESON & CO.	
	SUISAN	Brit. str.	2 m.	Todd		

## SHIPPING.

**ARRIVALS.**  
Oct. 22, HONGKONG, British str., 2,555, W. Dawson, Penang and Singapore 16th October, General.—CHINESE.  
Oct. 23, ANPING MARU, Japanese str., 1,053, S. Atsumi, Foochow 20th Oct., General.—M. B. KAISHA.  
Oct. 23, HITACHI MARU, Jap. str., 3,820, C. H. Butler, London 13th Sept., General.—NIPPON YUSEN KAISHA.  
Oct. 23, LITH, German gunboat, from Chiao.  
Oct. 23, KOHSHICHANG, German str., 1,291, Leuss, Bangkok 15th October, General.—BUTTERFIELD & SWIRE.  
Oct. 23, MICHAEL JENSEN, German str., 710, Jensen, Haiphong 19th October, General.—JENSEN & CO.  
Oct. 23, PAX, Belgian str., 1,207, Ed. Damster, Saigon 18th Oct., General.—MELCHERS & CO.  
Oct. 23, PROGRESS, German str., 687, Meyer, Chiofo 17th October, Beans.—SIEMSEN & CO.  
Oct. 23, UMTA, British transport, 3,450, R. W. Gimblett, Calcutta 10th October.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
23rd October.  
Bismarck, British str., for Kolschbang.  
Dennowang, German str., for Bangkok.  
Else, German str., for Chiofo.  
Hanoi, French str., for Hanoi.  
Independent, German str., for Chiofo.  
Loyal, German str., for Tientsin.  
Lyemooon, German str., for Shanghai.  
Marquis Baguelien, Aust. str., for Yokohama.  
Onang, British str., for Singapore.  
Sungliang, British str., for Manila.  
**DEPARTURES.**  
23rd October.  
DEVONSHIRE, British str., for Samarang.  
EMPEROR OF CHINA, British str., for Vancouver.  
Else, German str., for Chiofo.  
GLENFALLOCH, British str., for Amoy.  
KENTMERE, British str., for Yokohama.  
LYEMOOON, German str., for Shanghai.  
Luna, British str., for Hanoi.  
MARQUIS BAGUELIEN, Aust. str., for Yokohama.  
OWANG, British str., for Singapore.  
SUNGKIANG, British str., for Manila.  
WINDLAND, Danish str., for Amoy.  
WOOSUNG, British str., for Canton.

## VESSELS IN DOCK.

23rd October.  
ABERDEEN DOCK.—Pearl.  
KOWLOON DOCK.—Canton River, Eleana, Cebu, H.M.S. Argonaut, Tinnan, Emerulda.  
COSMOPOLITAN DOCK.—Doric.

## SHIPPING REPORTS.

The German steamer Kolschbang, from Bangkok 15th inst., had strong N.E. monsoon from Paduan.  
The Japanese steamer Anping Maru, from Fuchow 20th inst., had fine weather, light breeze and slight sea.  
The British steamer Hoiangsh, from Penang 10th inst. and Singapore 16th, had moderate N.E. winds till the latitude of Paracels; then strong monsoons and high sea to port.

## VESSELS ON THE BERTH

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at Tientsin, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**  
Captain Helms will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 4th October, 1901. [2546]

## VESSELS ON THE BERTH

**"SHIRE" LINE.**  
FOR SHANGHAI AND NAGASAKI.  
THE Steamship.

**"PEMBROKESHIRE."**  
Captain Kennedy will be despatched for the above ports TO-DAY, the 24th inst., at 3 P.M. For Freight or Passage, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 21st October, 1901. [2636]

**NIPPON YUSEN KAISHA.**  
FOR MANILA.  
THE Company's Steamship

**"YAWATA MARU."**  
3,573 tons gross, Captain A. E. Moss will be despatched for the above port TO-MORROW, the 25th inst., at 4 P.M.  
This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight and Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 17th October, 1901. [2633]

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**  
FOR MANILA DIRECT.  
THE Company's Steamship

**"PERLA."**  
Captain J. E. McArthur will be despatched above TO-MORROW, the 25th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 22nd October, 1901. [2633]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship**  
"BENGAL."  
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 14th October, 1901. [1]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship

**"DAIJIN MARU."**  
Captain T. Ogata will be despatched for the above ports on SUNDAY, the 27th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 21st October, 1901. [17]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

\* "TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901  
\* "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901  
\* "ATHENIAN," 3,882 Tons, Capt. H. Mewatt, WEDNESDAY, 4th Dec., 1901  
\* "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec., 1901  
\* "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP TRAINS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

**SPECIAL EXTRA SERVICE.**  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pender's Street. [110]

Hongkong, 1st October, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOCLE	3,750	W. Frakes	November 1st
CLAYVERING	3,325	J. Barker	November 14th
BRAEMAR	3,601	W. Walk	November 26th
WYFIELD	3,235	G. Cartmear	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG TO LONDON, £22.  
Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.  
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A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 2nd October, 1901. [11]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
DAMBERG	HAVRE & HAMBURG	On 2nd Nov. Freight.
SEGOVIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Cap. Feorck	(Calling at Singapore and Penang)	
MARBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Cap. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Cap. Borck	(Calling at Singapore and Penang)	
NUERNBERG	HAVRE & HAMBURG	On 28th Dec. Freight.
Cap. Mayer	(Calling at Singapore and Colombo)	
SERBIA	HAVRE & HAMBURG	On 11th Jan. Freight.
Cap. Brehmer	(Calling at Singapore and Penang)	

For Further Particulars, apply to

**HAMBURG-AMERIKA LINIE.**  
HONGKONG OFFICE  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 7th October, 1901. [1051]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	NAGASAKI	THURSDAY, 24th October, at 4 P.M.
S. J. G. Parsons		
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 25th October, at Daylight.
C. H. Butler		
KAGOSHIMA MARU	BOMBAY via SINGAPORE and COLOMBO	FRIDAY, 25th October, at 4 P.M.
K. Kori		
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 25th October, at 4 P.M.
A. E. Moss		
AWA MARU	LONDON and ANTWERP via MARSEILLES, SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st November, at Daylight.
R. Trent		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.

Hongkong, 23rd October, 1901.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN	WEDNESDAY	13th November.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November.
BAYERN	WEDNESDAY	11th December.
SPUTIGART	WEDNESDAY	25th December.
KONIG ALBERT	WEDNESDAY	8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan. 1902.
PREUSSEN	WEDNESDAY	5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb. 1902.
SACHSEN	WEDNESDAY	5th Mar. 1902.

ON THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Frakes, with PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAGASAKI and GENOA.

Shipping Orders will be received till Noon on THURSDAY, the 29th October. Cargo and Specie will be received at the Agency's Office until Noon on WEDNESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 17th October, 1901. [9]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARAMATTA	About 26th October	Freight or Passage
	R. T. Cook, R.N.R.		
LONDON, &c.	BENGAL	Noon, 26th October	See Special Advertisement
	A. L. Valentini		
SHANGHAI	MAZAGON	About 30th October	Freight only
	G. W. Cockman, R.N.R.		
LONDON	CEYLON	Noon, 2nd November	Freight or Passage
	W. Hayward, R.N.R.		
YOKOHAMA via SHANGHAI and KOBE	BORNEO	About 3rd November	Freight or Passage
(Passing through the Inland Sea)	D. C. Gregor, R.N.R.		

**PASSENGER SEASON 1902**  
For MARSEILLES, PLYMOUTH, ORIENTAL, MALTA, 29th March.  
WITHOUT TRANSSHIPMENT. 6,064 Tons. 12th April.  
For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 14th October, 1901. [1]

**NATAL LINE OF STEAMERS.**  
THE Und







